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and sedimentation ; the second with the chemical and mechanical processes of the earth's interior. The book is illustrated with fifty-six text-figures, mostly in illustration of apparatus now exhibited in the museum.

The experiments described are those which have been carried on in the author's laboratory, as stated in the preface ; this being the case, it is unfortunate that the account of apparatus and method is so brief that it would frequently be impossible to reproduce an experiment from the description given. The arrangement of the book is geological, but the text deals almost wholly with laboratory experiments ; the geological application is not always clear, and in other cases the demonstration seems self-evident. Thus, particles of quartz are placed on a marble slab under a stretched elastic band, a weight is placed above, and the elastic slowly released. "Striations are produced comparable to those of glaciers." The conclusion is stated that glaciers cannot move as they do without eroding their beds. Again, Élie de Beaumont is quoted as stating that deltas are characteristic and distinctive of the present epoch ; M. Meunier is convinced, after experimental study of deltas, that analogous structures have always existed since sedimentation began — a conclusion not likely to be disputed. This elementary treatment of the subject, however, is perhaps justified by the popular quality of the work ; the experiments are illustrative rather than conclusive.

T. A. J., JR.

Maryland Geological Survey.¹ — The third volume of the *Maryland Geological Survey* has been promptly issued and is as thorough and well executed as the earlier volumes. The subject is highway investigation ; Professor Clark, state geologist, contributes two chapters on organization and on the relation of the geography, geology, and climate of the state to road building. Excellent physiographic, geologic, and meteorologic maps of the state are presented, and microphotographs showing the structure of the principal rocks which may be used as road metals. St. G. L. Sioussat gives an interesting historical chapter on the development and influence of highway legislation in Maryland, and A. N. Johnson describes exhaustively the present condition of the state highways and methods of road construction. The last three chapters are by Professor Reid, on experimental tests, administration, and highway economy. The

¹ *Maryland Geological Survey*, vol. iii. Johns Hopkins Press, 1899. 461 pp., 35 plates.

volume is thoroughly indexed, and in an appendix are printed the laws of Maryland relating to highways. In this volume, as in the earlier ones, the wealth of illustration is an especially marked feature. Separate colored maps of every county show the different kinds of roads and the distribution of rocks available for road building. The chapters on construction, tests, and administration — about one-half the book — are a complete summary of modern road-making methods and have a wide interest outside of the state. The bibliographies are very complete, and the method of road administration of all the states of the Union and many foreign countries is concisely summarized. If publication by the state of an attractive book of instructions tends to produce good roads, Maryland, in this respect, is far in advance of other states.

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